

(3) *Most severe landing stop.* The most severe landing stop is a stop at the most critical combination of airplane landing weight and speed. The most severe landing stop brake kinetic energy absorption requirement of each wheel, brake, and tire assembly must be determined. It must be substantiated by dynamometer testing that, at the declared fully worn limit(s) of the brake heat sink, the wheel, brake and tire assembly is capable of absorbing not less than this level of kinetic energy. The most severe landing stop need not be considered for extremely improbable failure conditions or if the maximum kinetic energy accelerate-stop energy is more severe.

(g) *Brake condition after high kinetic energy dynamometer stop(s).* Following the high kinetic energy stop demonstration(s) required by paragraph (f) of this section, with the parking brake promptly and fully applied for at least 3 minutes, it must be demonstrated that for at least 5 minutes from application of the parking brake, no condition occurs (or has occurred during the stop), including fire associated with the tire or wheel and brake assembly, that could prejudice the safe and complete evacuation of the airplane.

(h) *Stored energy systems.* An indication to the flightcrew of the usable stored energy must be provided if a stored energy system is used to show compliance with paragraph (b)(1) of this section. The available stored energy must be sufficient for:

(1) At least 6 full applications of the brakes when an antiskid system is not operating; and

(2) Bringing the airplane to a complete stop when an antiskid system is operating, under all runway surface conditions for which the airplane is certificated.

(i) *Brake wear indicators.* Means must be provided for each brake assembly to indicate when the heat sink is worn to the permissible limit. The means must be reliable and readily visible.

(j) *Overtemperature burst prevention.* Means must be provided in each braked wheel to prevent a wheel failure, a tire burst, or both, that may result from elevated brake temperatures. Additionally, all wheels must meet the requirements of § 25.731(d).

(k) *Compatibility.* Compatibility of the wheel and brake assemblies with the airplane and its systems must be substantiated.

[Doc. No. FAA-1999-6063, 67 FR 20420, Apr. 24, 2002, as amended by Amdt. 25-108, 67 FR 70827, Nov. 26, 2002; 68 FR 1955, Jan. 15, 2003]

§ 25.737 Skis.

Each ski must be approved. The maximum limit load rating of each ski must equal or exceed the maximum limit load determined under the applicable ground load requirements of this part.

FLOATS AND HULLS

§ 25.751 Main float buoyancy.

Each main float must have—

(a) A buoyancy of 80 percent in excess of that required to support the maximum weight of the seaplane or amphibian in fresh water; and

(b) Not less than five watertight compartments approximately equal in volume.

§ 25.753 Main float design.

Each main float must be approved and must meet the requirements of § 25.521.

§ 25.755 Hulls.

(a) Each hull must have enough watertight compartments so that, with any two adjacent compartments flooded, the buoyancy of the hull and auxiliary floats (and wheel tires, if used) provides a margin of positive stability great enough to minimize the probability of capsizing in rough, fresh water.

(b) Bulkheads with watertight doors may be used for communication between compartments.

PERSONNEL AND CARGO ACCOMMODATIONS

§ 25.771 Pilot compartment.

(a) Each pilot compartment and its equipment must allow the minimum flight crew (established under § 25.1523) to perform their duties without unreasonable concentration or fatigue.

(b) The primary controls listed in § 25.779(a), excluding cables and control rods, must be located with respect to